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MADRAS WAR REVIEW

A WEEKLY BULLETIN OF THE WORLD WAR

VOL. V FRIDAY, MARCH 3, 1944 No. 26

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Lord LOUIS MOUNTBATTEN

I Salute You!

YOU have come victoriously through your first battle since the formation of the 14th Army and the Eastern Air Command. You have given the Japanese a crack they will remember They are learning that just as wars cannot be won by sudden treacherous assaults, so too battles are not decided by surprise attacks

THREE weeks ago, the enemy sent a large and formidable force through the jungles to cut your lines of communications, and attack you in the rear. They launched a major offensive in the Arakan in the hope of defeating you and sweeping on into India. You have met the onslaught with courage, confidence and resolution. Many of you were cut off and encircled, dependent for supplies dropped from aircraft, but every one stood firm, inspired and strengthened by the knowledge that powerful support was at hand from land, sea and air

NOW, after bitter fighting in the jungles and in the skies, the Japanese attacks have been smashed. The enemy forces which infiltrated into your rear have been destroyed or scattered The threatened passes are clear, the roads are open. You have gained a complete victory

YOUR splendid spirit was clear to me when I visited you recently. Now that spirit, that tenacity, that courage have been demonstrated to the enemy and to the world. I salute you

Lord LOUIS MOUNTBATTEN, Supreme Commander of the South-East Asia Forces, in an Order of the Day to the 14th Army, on Monday, Feb. 28

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[NOTE.—*The summary of news and comments contained in the* MADRAS WAR REVIEW *generally relate to events and statements published till Wednesday, every week.*]

GREATER EFFORT REQUIRED

" At present Japan is far from being vanquished. Only her outer defence line has been pierced and a far greater effort will be required to dislodge her from the far-flung territories which are now under her occupation. The need for exterminating Japanese militarism is as pressing as that of destroying German Nazism."

SIR STAFFORD CRIPPS, *Minister of Aircraft Production at London, on Tuesday, February 29.*

◆

WAY IS LONG AND HARD

" The way before us is long and hard, but with God's help, which has so richly blessed and guided us in the past, we will finally come to the glory of the end."

GENERAL DOUGLAS MACARTHUR, *in New Guinea on Saturday, February 26.*

◆

LAST PHASE OF WAR

" It will not be long before the second front is established on the continent. The task of liberating Europe will take a heavy toll of British and American lives and will multiply the sufferings of the European peoples. 1944 will mark the last phase of the war in Europe, but it will be the most terrible in human suffering and sorrow."

DR. E. BENES, *President of Czechoslovakia, at London, on Tuesday, February 29.*

◆

TIME NEAR FOR GERMANY'S DEFEAT

" I am strongly convinced that the time is near when the successful struggle of the armed forces of the Soviet Union, together with the armies of the United States and Great Britain, will lead to the final defeat of our common enemy, Hitlerite Germany."

MARSHAL STALIN, *in a message to PRESIDENT ROOSEVELT.*

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ARAKAN—"A CRACK THE JAPS WILL REMEMBER"

INDIA has great reason to be proud of the magnificent victory in the Arakan. A major Japanese offensive against India has been smashed completely. And this has been done by the 14th Army, the bulk of which is drawn from the Indian Army. In a recent speech in the Council of State, His Excellency Sir Claude Auchinleck, the Commander-in-Chief, referring to the 14th Army, said that he had no doubt that it "will become as famous in its turn as the Commonwealth's Eighth Army." In the very first battle after its formation and the constitution of the Eastern Air Command, the 14th Army has scored a victory which will resound to the credit of India in the annals of this war in the same way as the achievements of the Fourth Indian Division at El Alamein, Wadi Akarit and Tunis have done. It has, in the words of Lord Louis Mountbatten, Supreme Commander of the South-East Asia Forces, "given the Japanese a crack they will remember." They will remember their defeat and the Army that inflicted it, even as the Nazis do their defeats in North Africa and the Eighth Army which drove them out from there and is following them up in the drive from out of Italy. The Arakan victory may be stated to be perhaps the beginning of a similar drive in Burma.

Significance of the victory

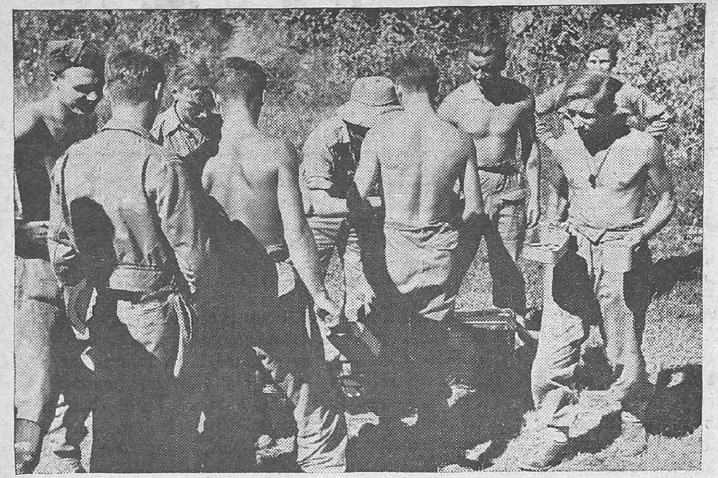
THE significance of the Arakan victory to the safety and security of India must be understood in its proper perspective. As has been pointed out by Lord Louis Mountbatten, the Japanese launched a major offensive with the object of defeating the 14th Army and sweeping on into India. Their plan was threefold; first, to seize the Ngakyedauk Pass, the only road connecting our troops east and west of the main Mayu Range, and thereby cut the 14th Army into two, deprive the 7th Indian Division of all supplies and attack it in the rear; secondly, to cut the main north and south road and isolate the 5th Indian Division; and lastly, to launch a general assault on the Arakan front east of the Mayu Range, destroy both the 7th and 5th Divisions of the 14th Army and follow it up by a sweeping advance into India. They succeeded in their "surprise attacks": they seized the Ngakyedauk Pass, cut the main Bawli Bazaar-Maungdaw Road, and delivered what is described to be the fiercest and most reckless assaults in both the rear and front of the 7th Indian Division. They succeeded only in part of their plan, but they felt so confident and certain of the outcome that they announced their operations as a great success! They found that they had counted their chickens before they were hatched. For their major offensive was halted by the British, Indian and Gurkha troops led by Gen. Christison, commanding in the Arakan.

From the defensive to the offensive

THE 14th Army which was on the defensive then turned the tables on the Japanese. Though the 5th Division was harassed on its own front, it came to the help of the more hard-pressed 7th Division, and the offensive that was then launched has resulted in the most serious reverse the Japanese have received at the hands of a British-Indian force.

HOW is it that what at one time seemed to be a serious situation in the Arakan has resulted in a resounding victory for the Allied cause? The answer is that wise placing of reserves, complete air superiority and the tenacity, high morale and heroism of our troops have dashed Tokyo's plans and hopes to the ground. From what the Japanese were able to see of the difficult positions in which both the 5th and 7th Divisions of the 14th Army were placed, they must have felt that victory was actually in their grasp. Otherwise they would not have blown their trumpets and broadcast news of their successes. Tokyo went on saying that the forces of the 14th Army were thrown into confusion, dismayed, starving, in flight, surrendering, annihilated. But all the time they stood firm. Then the reserves from the north moved down rapidly into battle. And the encirclers became the encircled and the annihilaters became the annihilated!

THIS was made possible by the great work done by the Eastern Air Command under the leadership of Air Chief Marshal Sir Richard Peirse and the fighting qualities of what Lord Wavell characterised as the "largest forces ever raised in history by voluntary enlistment." India feels mightly proud of her patriotic sons who have defended her freedom and added yet another laurel to Indian military tradition. She is also deeply grateful to the gallant and courageous British and American comrades-in-arms who have driven the Yellow Peril as far away as possible from Indian shores.



B.O.Rs. of an English Regiment, nonchalantly queing-up for their midday meal only 700 yards from Japanese positions in the Arakan.

RUNNING COMMENTARY

Captain Randolph Churchill in Yugoslavia —Marshal Tito's Partisan Movement

The announcement of the news of the arrival of Captain RANDOLPH CHURCHILL, the son of the British Prime Minister, in Yugoslavia draws attention to a scene of fighting in Europe which does not figure in the news very often. In his last review in the House of Commons, Mr. CHURCHILL has made a somewhat lengthy reference to the situation in the Balkans in general and in Yugoslavia in particular. He paid a handsome tribute to Marshal TITO, Leader of the Yugoslav Partisans, as "an outstanding leader, glorious in his fight for freedom," and said,

> "For a long time past I have taken a particular interest in Marshal TITO's movement, and have tried to assist in every way . . . I can assure the House that every effort in our power will be made to aid and sustain Marshal TITO and his gallant bands. . . We intend to back him with all the strength we can draw on, having regard to our other main obligations . . . Our feelings here, and elsewhere, follow the principle of keeping good faith with, and of striving without prejudice or regard for political affection to aid those who strike for freedom against the Nazi rule and inflict the greatest injury upon the enemy."

It may be recalled that, nearly a year ago, Britain sent an army mission under the Oxford Don, Captain (now Lieutenant-Colonel) DEAKIN. He entered Yugoslavia in the same way as Captain RANDOLPH CHURCHILL has recently done—by parachute—and was at Marshal TITO's Headquarters for eight months. A larger mission was sent last autumn under the leadership of Brigadier FITZROY H. MACLEAN, M.P. for Lancaster. When Mr. CHURCHILL was in Cairo, the Brigadier came to report about the Yugoslavian situation, and he has now returned to that country by parachute. The growing strength and the striking power of Marshal TITO's Partisan forces might have been discussed by him with Mr. CHURCHILL at the Cairo Conference.

* * *

Racial Differences —Croats Want Separate State

It is of some considerable interest to look back at the complex political and racial differences in Yugoslavia which had brought about her undoing and see how the lessons of disunity learnt at the cost of great national suffering had forged strong forces of resistance against the Nazi oppressors. It was out of the furnace of the last Great War that the new Yugoslav State emerged. It was dominated by the Radical Party ("Radical" only in name, but strongly conservative in outlook) which had very great influence. This Party played an important role in all the wars for national liberation. It believed that discipline and centralised authority were imperative requirements of a strong Yugoslav State. And this strong belief dominated the Yugoslav administration and was responsible for the creation of certain difficulties. The Croats seemed to believe that centralised administration was the cause of their being oppressed by the Serbs, and they began to demand a separate State for themselves—an independent Croatia. In 1921 when the First Yugoslav Constitutional Assembly met in Belgrade, the Croatian Peasant Party refused to attend it. The Germans took advantage of the differences of opinion between the Serbs and the Croats to further their interests.

They used ANTE PAVELITCH, a Croatian Leader, against the Serbs. He carried out a large scale massacre of the Serbs living in Croatia under order from HIMMLER. This infuriated the Serbs. They joined the ranks of MIHAILOVITCH Chetniks and wanted to wreak revenge on the Croats.

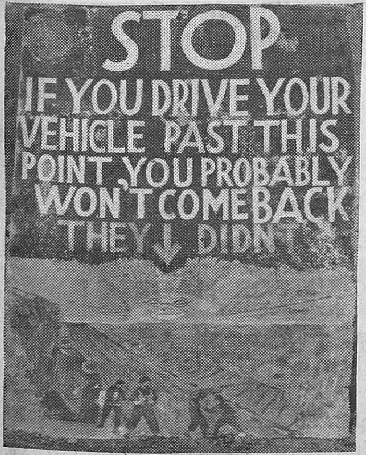
It has been stated by some of the extremists in Marshal TITO's Partisans that MIHAILOVITCH is only another

A Public Relations photographer recently visited the fighting area where he secured pictures of hardy Indian troops of the Rajput Regiment operating there against the Japanese. Photo shows, Hakim Beg. He appears gratified. No wonder, for he had just been successfully sniping.

collaborationist like the Serbian quisling Novitch. This is not quite true, for it was MIHAILOVITCH who organized the surviving elements of the Yugoslavian army after the German invasion and made it into a fighting force. As Serbia is under the strong grip of the Nazis, General MIHAILOVITCH has been forced gradually into a position of something like collaboration with the Germans. The famous Guerilla bands which represented to some extent the forces of old Serbia were according to what seems to be an understanding between MIHAILOVITCH and the Germans left alone in certain mountain areas on condition that they did nothing or very little against the Germans.

* * *

A National Unifying Movement Now the Partisan movement is great in numbers than the forces of MIHAILOVITCH. Large numbers of Croats and Slovenes and even Serbians have joined Marshal TITO. He now has under his banner more than a quarter of a million men. "Around and within these heroic forces" says Mr. CHURCHILL, "a national unifying movement has developed. Communist elements had the honour of being the beginners, but as the movement has increased in strength and numbers, the modifying and unifying process has taken the place and national conceptions have supervened." Just like the



A Public Relations photographer recently visited the fighting area where he secured these interesting pictures of hardy Indian troops of the Rajput Regiment operating there against the Japanese.

This dramatic road-sign is most effective.

ON THE ARAKAN FRONT.—Covering the enemy positions in the near foothills with a Bren gun. Silhouetted against the skyline are the Mayu Ranges. Our troops formerly called this Japanese stronghold the "Snout," but it is now known as the "Fort."

LOOKING BACKWARD AND FORWARD

(*By* R.G.)

I see the errors of two decades expiated
In agony of blood and sweat
And very soon the Bloody Chancellor checkmated
If not (O sea and mountain bars) quite yet.——
The board for the last few moves is set.

I see the habit fetters of long ages crumbling
As slum and palace together fall
And many dusty haughty privileges tumbling
If not (O happy prejudices) all.——
The infant freedoms may grow tall.

I see the beardless boy equipped and trucked to battle
To prove himself a solid man
And thinking out his future peace amid the rattle
And clanking (O machines) of weapon and plan.——
Perhaps he'll end what we began.

I see the sunken ships, and land a sorry shambles,
Resurgent ships and cities too.
To raft and shore torpedoed oily mariner scrambles
And looks (O human hope) for jobs to do.——
There will be work for him and you.

I see vain hands and horrible imaginations
And hungry multitudes in pawn.
But some have heard the whistle and take their stations
To launch dream cockle-shells (O faith) at dawn.——
By these explorers the map's redrawn.

"HEY! THERE! ARE YOU LOOKING OUT FOR ME?"

—Specially drawn for the MADRAS WAR REVIEW

Spanish loyalists the ranks of Marshal TITO's band of Communists have been strengthened by the inclusion of men of Democratic, Republican and extreme left parties. The war aims of the Partisans can be broadly stated to be liberation of the country from the Germans, federal national rights for Serbs, Croats, Slovenes and Macedonians, democratic liberties for all Yugoslav peoples and inviolability of private property and private initiative in economic life.

The main aim of the Allies in regard to Yugoslavia is to do all in their power to strengthen the resistance of the Yugoslavians to the Nazis. It may be stated that the activities of Marshal TITO's Partisan movement are only an extension across the Adriatic of the Italian front.

Will the unity of the different races in Yugoslavia state, now brought about under Marshal TITO's great leadership as a result of the storm and stress of war endure in the days of peace? There are indications in past Yugoslavian history to show that such a unity may become stable. In 1924 the Serbian Democratic Party and the Croatian Peasant Party which had refused to co-operate formed a coalition Government. This Government however did not last long. In 1925 what was considered impossible happened. A new coalition ministry was formed consisting of what were previously irreconcilable elements—the Croatian Peasant Party and the Radicals. Let us hope that the memories of such unity will inspire the leaders of Yugoslavia of the future and bring about national solidarity.

YET ANOTHER RECORD FOR MADRAS?

Madras is breaking record after record—and doesn't seem to be tired of it! Now here is the latest. There is a village in Vizagapatam district, which has a total male population of 508, of which 256 are now in military service! And there's something more 95 per cent. of the males in the village are either serving, or have served, in the fighting services! Isn't this a record, or should we say, a record-breaking record?

SIR RICHARD PEIRSE PRESENTS ROYAL WARRANT OF COMMISSION TO NAWAB OF BHOPAL.—Sir Richard Peirse, Air Commander-in-Chief, South-East Asia Air Command, presented to His Highness the Nawab of Bhopal, his Warrant of Commission as Air Commodore of the Royal Air Force. The presentation was part of a military and police display held in honour of the Nawab's birthday, and took place on the Jehangirabad Parade Ground, Bhopal.

The Commander-in-Chief General Sir Claude Auchinleck, who attended the ceremony, was so impressed by the display given by some of the Nawab's State Forces that he asked for the men to be paraded later so that he could inspect and congratulate them.

MADRASSI SAPPER'S TREK IN ARAKAN

Cut off from his comrades in the jungles of Arakan, Sapper Doraiswami, whose home is at Chingle,ut, Madras, walked for two days across the Mayu Range and reported to the first unit he came to. It was unfortunate, that his brother had shortly before taken ill and been sent back to a hospital. Having located him, however, Doraiswami hopes to meet him soon.

WORLD'S HIGHEST GUN POSITION

Somewhere in the Chin Hills is the highest gun position in the world, a 9,000-feet jungle-covered mountain peak, where an artillery unit is stationed.

Without seeing the obstacles, it would be difficult to imagine what the men did to get their guns, unseen, into their lofty position, writes an Indian Army Observer.

The guns were moved along a tortuous mountain road, winding for nearly 200 miles through the wild Chin Hills, which had to be surveyed, cut through and surfaced before equipment and stores could be moved into position. It took six vehicles, a platoon of Gurkhas and all the gunners in the unit to haul them up the steep slope.

Animal transport was not always available. The party did a total march of well over 200 miles and the journey took them nearly three months.

The gun-site is cunningly concealed in a position overlooking a deep valley.

RATS TO YOU

(*By* R.G.)

Said one old rat unto his band
" What shall we do for our motherland ?

How shall we show our love immense
But offer neither blood nor pence ?

Our soldiers to the wars have gone
And desperate deeds of valour done :

But do not, brothers, join the ranks
Nor serve with guns and planes and tanks :

There's nothing to be had but blows
In Burmese rains or western snows.

Remain then each one at your post
Where out of war you make the most.

See yonder contracts ready made
For those whose talents lie in trade.

To soldiers everything supply
And keep morale and prices high.

Controllers of Supplies revere
And let all uniforms be dear.

Be your materials not too good
For what wears out must be renewed

And double profits will accrue
If twice you can the buyer do.

Do not of praise and pice despair
If you these profits do not share.

The Press has columns wide and long
For those in criticism strong.

In some a special knack is found
To make a mountain from a mound.

And these can bid the public bleat
That drink's more horrid than defeat

And spend on Prohibition zeal
They can't for war and victory feel.

It is far easier to cry
That every district should be dry

Than with an effort real and long
To make the weak defences strong.

If yours is neither business gift
Nor pure political uplift

Do not despair. For rats like you
There are a thousand things to do.

Attack policemen. Pull up rails.
Burn office records. Fill the jails.

Hoard, if you cannot profiteer,
And make a Bengal famine here.

Spread rumours. Say the Japanese
Are friendly folk and keen to please.

And crooked hand in itching hand
Thus shall we do for our motherland.

ROMANCE OF BRITISH

By S. E. VEALE

THIRTY-FIVE years ago a brief flight by a Frenchman changed the life and ambitions of a young Englishman and gave Britain one of her most successful aircraft companies. The Frenchman was Delagrange; the Englishman, Frederick Handley Page, then barely in his twenties. The aircraft company is that which bears his name.

Handley Page was an electrical engineer of great promise. In 1907, at the age of 22, he read a paper before the Institute of Electrical Engineers in London which brought him an attractive offer from the Westinghouse company of Pittsburgh. But Delagrange's twenty-minute flight had fired his imagination, and he exchanged the security and prospects of a great and growing profession for the uncertainties and hazards of aircraft engineering, then in its infancy.

AIRFIELD ON OUTSKIRTS OF LONDON

He began with gliders, using a rough shed at Barking on the outskirts of London as his workshop. His airfield was an uneven and dyke-ridden expanse of rubble excavated during the building of London's underground railway.

In 1909 he interested "big money" in his hopes and plans and raised £10,000 to start Handley Page, Limited, the first limited liability company in the world to be formed expressly to design and build heavier-than-air flying machines. With his new resources he erected workshops with a total floor space of 5,000 square feet where before had stood the shed.

"First off" was the Blue Bird, a monoplane with swept back wings. This was followed by a bi-plane and two more mono-planes. None of them really flew, but they hopped well enough to keep hopes buoyant. In 1911 the works produced an aircraft which flew, "The Yellow Peril"—so named because of its chrome colour scheme and not as a pithy comment on its flying qualities, which for those days, were good. This monoplane made the Handley Page name and was the first of a long line of successful aeroplanes.

By 1914 Handley Page had acquired a profound belief in large aircraft, a belief which was not widely shared in Britain, least of all by the military and naval authorities responsible for the supply of aircraft to their respective air services. When war broke out, he offered to build a two-engined night bomber (the 0/100) for Britain's Royal Air Service—a type not then seriously contemplated—and so impressed Mr. Winston Churchill, then first Lord of the Admiralty, and his associates, that they gave him an order while still doubting the validity of his faith.

Throughout 1915, day and night, work on the bomber never paused, and in December the first 0/100 made its test flight. It was an immediate success. Refinements were made, and after forty had been built, an improved version, the 0/400, took its place.

DESIGNED TO BOMB BERLIN

But the 0/400 did not give full expression to Handley Page's conception of big aircraft and towards the close of the war he produced the famous four-engined V/1500 for the bombing of Berlin and other cities deep in the heart of Germany. In sheer size, it was bigger than any other bomber in squadron service to-day. It had a wing span of 126 feet, a length of 62 feet, and stood 23 feet high.

Luckily for Berlin, the Armistice was signed before plans and training were complete.

Since 1919, Handley Page designers have divided their energies between military and commercial flying. After World War I the Royal Air Force dropped the four-engined bomber in favour of the twin. In this class Handley Page built three main bi-plane types—Hyderabad, Hinaidi and Heyford—which were followed by two mono-planes—Harrow and Hampden. With the Harrow, the company set a new fashion in aeronautical engineering by introducing the unit system of construction, in which the design is broken down into a number of separate parts, each complete in itself and only needing to be joined to its neighbour.

When events in Europe showed that war between Britain and Germany was imminent the Air Ministry realized that the Royal Air Force would again need four-motor bombers. Handley Page submitted drawings for the Halifax and at once received a large order. Tests with the prototypes proved that the bomber was soundly designed and constructed, and when it began to flow from the assembly lines, the Royal Air Force began to hit the enemy with ever-increasing strength. The Halifax, twenty-five years later, resumed the work of the 0/100s and 0/400s of the last war.

OPERATED NINE YEARS WITHOUT FATAL ACCIDENT

In the sphere of commercial Air Transport since World War I the Handley Page company have had experience both in building air-liners and in operating them. When the ban on civil flying was lifted in 1919, they formed a subsidiary company, Handley Page Transport, Limited, and opened air-services between London and Paris and later between London and Brussels.

When in 1924, this associated company was amalgamated with others to form Imperial Airways, it had carried more passengers than the others put together. All the air liners used were of Handley Page design and manufacture. During this period, incidentally, thousands of visitors were given joy-rides at the Cricklewood Airfield.

Later, Handley Page received an order from Imperial Airways for a commercial transport which would earn the full Government subsidy, then being paid on a ton-mile basis. They produced in 1930 the Hannibal class, the world's first large four-engined air liners and Imperial Airways drew every penny of the subsidy to which they were entitled under the agreement. The Hannibals were not fast, but they set a standard of spaciousness, luxury and safety unapproached by any other contemporary air-liner. For nine years they flew without a single fatal accident.

One reason for their remarkable safety was the use of slots at the wing tips. In 1920, Handley Page had turned his attention to the problem of using slots on wings to increase control at low speeds and reduce spinning tendencies. Subsequently his patents were sold all over the world, and many airplanes which might otherwise have been tricky to handle were made safe and controllable. When the monoplane largely replaced the bi-plane his slots were used in conjunction with flaps to give greater efficiency.

BIRD MODEL TAUGHT FLYING SECRETS

To thousands of seafarers the majestic flight of the albatross was a phenomenon which no human knowledge could fathom, but to one it was an inspiration. He was a marine engineer, a man of creative vision and unusual attainments.

As he watched the silent, effortless flight of the sailor's legendary harbinger of good luck, he dreamed that men, too, would fly on outspread wings. The marine engineer was Alliott Verdon Roe, founder of Britain's aircraft company of that name, which designed and made the Lancaster heavy bomber.

PRIZE-WINNING PROTOTYPE

Even gliders were in their infancy when he turned his technical genius to the problem of human flight. While still at sea, he made wooden models of the albatross in an attempt to discover its secret. Later he made model aircraft, and in 1907 won the highest prize in a London competition. A year later, he had built a full-scale aircraft after the fashion of the prize-winning model, and at Brooklands, on June 8, 1908, after many futile attempts, he flew for a distance of 150 feet, landing again without mishap.

At Lea Marshes he built the world's first triplane and on the 13th July, 1909, made a hop of more than 100 feet. This was the first flight by a British aircraft with a British engine; his earlier biplane had had a French motor. The British engine, a J.A.P., gave only nine horse-power, and for 14 years no other aircraft in Britain flew on so small an output.

AIRCRAFT CONSTRUCTION

In 1910 he built another triplane, fitting it with a thirty-five horse-power, green water-cooled engine. The same year, he built the world's first tractor biplane, and set a style which prevails to this day. He had early discarded the front elevators favoured by other designers. Later, he built the first aircraft to have an enclosed cabin.

He began to take part in flying meetings up and down Britain. He went to the United States to race and demonstrate. He sold aircraft to the British Government in the face of opposition from the Government-owned plant at Farnborough, and supplied a large number of sporting pilots. By 1913, money was needed for expansion, and in February, A. V. Roe & Co., Ltd., was formed. When World War I broke out, the business was set upon secure foundations.

DESIGNED 1913—STILL PRODUCED 1938

A year earlier, the Avro 504 had been built. This tractor biplane was destined to make a reputation for longevity which may never be surpassed. It had been sold to Britain's Military Air Services before hostilities began, and was one of the first to go into action against the enemy.

It became and remained the Royal Air Force's basis trainer until 1929, when it was replaced by another Avro design, the Tutor. It was sold to and made in scores of countries overseas and was still in production in some of them in 1938. Many are still in use and thousands of pilots were trained on it during World War I.

Although the Avro name was mainly made on the 504, the company designed and built a number of other types during World War I, all of them with good performances, though none was put into large-scale production.

CIVIL AND COMMERCIAL CONSTRUCTION

The company received its share of the meagre orders placed for military types by Britain's Air Ministry, and between 1919 and 1935, it designed and built, among others, the Aldershot day bomber, the Bison fleet spotter, the Ava two-motor bomber, the Andover Ambulance, the Avenger single-seat fighter, the Buffalo torpedo-carrier, the Avocet single-seat fighter, the Antelope day bomber, and the Tutor basic trainer.

Seeking business in the small but highly competitive fields of civil and commercial flying, it produced the 547 triplane, some "ultra light" types for an Air Ministry competition, the Avis light biplane, the Avro 10 and Avro 5 monoplanes, the Cadet two-seat biplane, the Commodore four-seat limousine, the Avro 652 four-six passenger monoplane, and the Avro 642.

During this period, the company developed the welded steel tube and plywood system of construction, and used it with success in several designs.

With the expansion of the Royal Air Force their first big order was for the Anson, a twin-engined coastal reconnaissance bomber, based on an earlier commercial type. The order eventually ran into hundreds, and the Anson now has a splendid record of achievement behind it, both in its original role and, later, as a trainer.

The second, and more significant, was for the Manchester, a heavy two-motor bomber. From the Manchester grew the still heavier and more powerful Lancaster, one of the principal weapons wielded by the Royal Air Force in the Battle of Germany, and a fitting triumph for the company which, by its own endeavours, survived the acute economic depression in the aeronautical world.

HOME OF BRITAIN'S BEAUFIGHTER

Many of Britain's early aircraft companies were launched by struggling young aviators with unbounded ambitions but little money. By way of contrast, the original "Bristol" company was the venture of a wealthy businessman. He became an aircraft operator and constructor because, unlike most of his countrymen, he believed in the future of flying.

Events justified his faith. To-day, the Bristol Aeroplane Company, Limited, which grew out of his British and Colonial Aeroplane Company of 1910, is one of the largest concerns in Britain's aircraft industry, producing both aircraft and aero-engines and jointly interested with Rolls-Royce, Limited, in one of the more important of Britain's airscrew companies.

TWO-FAMILY CONCERN

The founder was Sir George White, then the head of the Bristol Tramways and Carriage Company, and other transport undertakings. His co-directors were Samuel White (his brother) and G. Stanley White (his son). The first secretary was Henry White-Smith and the first manager was Sidney E. Smith.

In all the changes and vicissitudes of the ensuing thirty-three years, the Whites and the Smiths have retained the entire direction of the company, and the business efficiency and courage which characterised its early life, still pervade it to-day.

The Bristol business started with a flying school at Brooklands, two aircraft of French design, and a plant at Filton, near Bristol. Shortly afterwards, another school was started—at Larkhill, on Salisbury Plain. The first aircraft to be produced at Filton were "Box-Kites." Although not the most elegant aircraft of their day, they flew to such good purpose that the name "Bristol"—the company's trade mark—soon became widely known both in Britain and overseas.

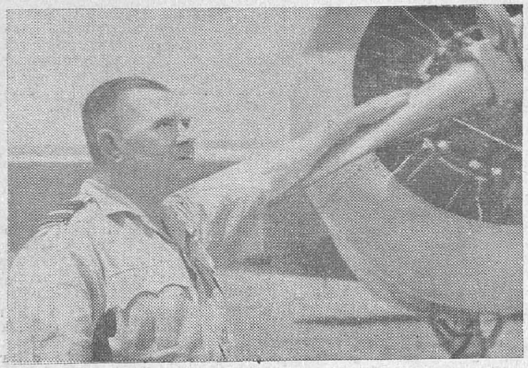
AIR MISSIONS SENT OVERSEAS

At that time the home market for aircraft was small. There were sporting pilots who flew for the love of the game, and a smaller band of professional pilots who flew for money and prizes. The Government, at that time, looked to a single War Office plant to supply its needs in military aircraft.

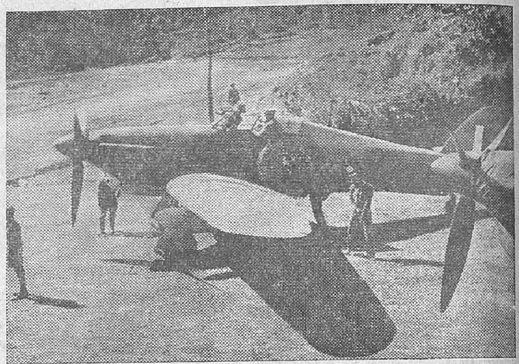
(Continued on page 12.)

ROUTES TAKEN BY U.S.A.A.F.—Lines on the above map show the routes taken by American airmen who roared over the European continent in record daytime strength on February 20, following the R.A.F.'s 2,500-ton night attack on February 19 on Leipzig. U.S.A.A.F. planes hit aircraft assembly and frame factories in Leipzig and areas west and south-west of Berlin.

INDIAN AIR FORCE ON THE BURMA FRONT



Air Vice-Marshal T. M. Williams, O.B.E., M.C., D.F.C., photographed recently on a Royal Air Force forward air field in Eastern India.



Squadrons of the Indian Air Force are now successfully operating on the Burma Front. They are flying Vultee Vengeances and Hurricanes. Photo shows: *Servicing a Hurricane at its jungle base.*

A Royal Air Force fighter pilot, typical of the many operating against the Japanese from Eastern India, photographed grasping one of his guns which have put an end to a number of Jap planes.

Operating on the Burma front, this group of fighter pilots, typical of the many in action against the Japs, have taken a heavy toll of the enemy's fighters.

A Royal Air Force Hurricane pilot, now in Eastern India, with his Dalmatian pet.

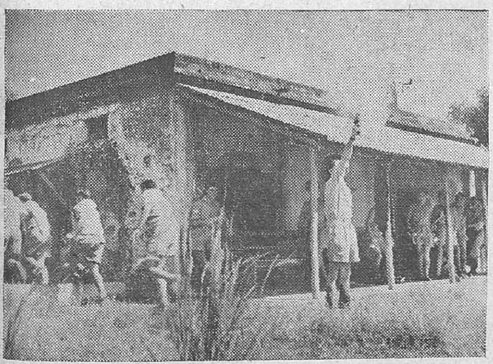
Tiffin time for members of an Indian Air Force Squadron.

HURRICANE FIGHTER SQUADRON DEMONSTRATION

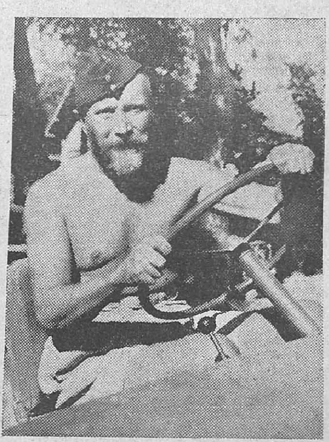
At a Royal Air Force Fighter Station, a fighter demonstration was recently staged for leading personalities of the Press in India. The display was carried out by a Hurricane squadron that has distinguishe itself in many campaigns.

Pilots of the Squadron being briefed by their Commanding Officer.

From the Argentine comes this Spitfire pilot of 6 feet 7½ inches, now with the Royal Air Force on the Burma Front. He claims to be the world's tallest fighter pilot. He is a fine horseman, plus-2 at golf, and has a splendid air record.

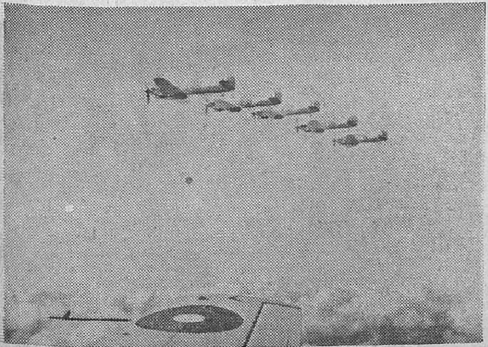


A "scramble" is ordered. As the pilots dash for their planes the "stand-by" pilot fires a Verey pistol, thus notifying the ground-crew instantly to start up the aircraft.



BEARDED AIRMAN ON BURMA FRONT.—It is contrary to Royal Air Force custom to grow a beard but this airman, Sq/Ldr. F.E. (Nobby) North of Rusper Court, London, S.W. 9, serving on a forward airfield on the Burma Front was compelled to grow one because to quote his own words, "he couldn't stand the sight of his own face in the mirror each morning." His other ambition is to acquire a cuckoo clock. His A.O.C. granted him permission to grow whiskers—but he is still searching for the clock.

Nobby in his Jeep about to set off on a tour of the airfield.



Quickly off the ground, the Hurricanes fly in line abreast, high above the clouds.

(*Continued from page 9.*)

Bristols, therefore, began a vigorous pursuit of overseas orders which it has maintained ever since. It placed more confidence in practical demonstration than in advertising, and in November 1910, sent air missions equipped with "Box-Kites" to India, Australia and South Africa and later, to Germany, Italy, Portugal and Spain.

Many memorable events were crowded into the company's first five years. During 1910, thirty aircraft were built, six pilots trained and the size of the plant doubled. A "Box-Kite" was the only aircraft to fly at Britain's Army manoeuvres in September of that year. A few days later, the first radio signals to be sent from an aircraft were transmitted from a "Box-Kite" during a flight over Salisbury Plain.

In the following year, ninety-eight pilots were trained, more than two hundred aircraft built, and further additions made to the factory. The Russian Government placed a contract with the company—the first to be placed in Britain by a foreign power—and a few months later, the British Government followed its example, giving Bristols the first order for aircraft to be placed outside the War Office plant.

FIRST ACTIVE SERVICE AIRCRAFT

In 1912, the Bulgarian Army used a Bristol monoplane during the Balkan War—the first recorded use of an aircraft on active service. Throughout 1913, the company continued to progress and enhance its reputation for good workmanship. It was the only exhibitor from Britain at the Paris Aero Show. By then it had discontinued the "Box-Kites" and was making biplanes and monoplanes of advanced design.

During the first seven months of 1914, the company trained more than three hundred pilots, built two hundred and sixty aircraft and still further enlarged its factory. More than eighty per cent of the total number of pilots available for military service were Bristol-trained, and the "Bullet," a single-seat scout, was in production.

For the first few months of World War I, the Filton factory built B.E. biplanes for the Government, but as the demand for better aircraft became more and more insistent, Bristol's own designs took priority. Of these, the more notable are the Bristol Fighter and the Bristol Monoplane.

The "Brisfit"—as it was affectionately called—was a two-seat fighter of such worth that in 1918 no fewer than seventeen squadrons were flying it on the Western Front. It remained in service with the Royal Air Force until 1928.

DIFFERENT TYPE EVERY YEAR

Retrenchment after the war caused the company's business to shrink to a fraction of its former size, but from 1919 until 1935 a new Bristol type appeared every year. Many were experimental. Most were military types. Of those which went into squadron service the best-remembered is the Bulldog, a single-seat fighter of no mean performance for 1929. It was used by the Royal Air Force and by a number of European countries.

In 1935, "Britain's First" appeared, the fastest civil air transport in the world at that time. It so impressed Britain's Air Ministry that it was used as the basis for a light bomber. This, the Blenheim, created another sensation; it proved to be faster than the fastest pursuit 'plane then in service with the Royal Air Force. To-day, it has four years' war service behind it, and is still in the front line squadrons in some theatres.

Other Bristol designs which have won distinction are the Beaufort reconnaissance and torpedo bomber, and the Beaufighter, which for versatility, rivals the Blenheim. It has been, in turn, long-range fighter, escort fighter, night fighter, ground strafer, torpedo aircraft and bomber. In other spheres, splendid work has been done by the Bristol Bombay, both as a troop transport and an ambulance.

SUCCESS WITH NEW ENGINES

It was a typically bold step which took the Bristol Aeroplane Company into the business of aero-engine manufacture. There were few enough orders on its books in 1920 but that year it bought up the Cosmos Engineering Company, a small concern which had made experimental air-cooled aero-engines of larger capacity than those then in common use.

With ample resources at their disposal, the former Cosmos engineers concentrated on a nine-cylinder engine (the Jupiter), and in 1921 submitted it for type testing by Britain's Air Ministry. It passed the tests with flying colours—the first static radial air-cooled aero-engine to do so.

Others of various power followed—the Lucifer, Cherub, Titan, Neptune, Mercury, Double Octogan, Pegasus, and Phoenix. All those had poppet valves, but in 1926, attention was turned to the sleeve-valve system. Seven years later, the sleeve-valved Perseus passed its Air Ministry Type Test, again the first in its class to do so.

Other sleeve-valved types which followed were the Aquila—a smaller version of the Perseus—the Hercules and the Taurus. The Hercules was the most powerful radial in the world when it passed its Type Test in 1936. The Taurus had an unusually small frontal area for its power.

Sleeve-valves have operational advantages over poppet valves, but of the many bids made in many countries to solve the technical problems involved, only that of the Bristol company has been crowned with success.

The Phoenix was a compression-ignition or 'diesel' engine, and in 1934 set up an unofficial height record for a heavy oil-power plaint.

RETIRING DESIGNER

From the day it was formed, the company has successfully diverted the limelight of publicity from itself and its officials to its products. Its principal aircraft designer for many years, Frank Barnwell—a man of outstanding abilities—was seldom mentioned in print outside the aeronautical technical magazines, and when he was killed in a flying accident, a short time before the war, few knew that his brain and hand had created the Bristol Fighter, the Bristol Monoplane, the Britain First, the Bombay, the Beaufort and others of uniform excellence.

The only figure with whom the public are at all familiar is Sir Roy Fedden, who was one of the "assets" taken over by Bristols when they acquired the Cosmos Engineering Company. He was largely responsible for the design of all Bristol aero-engines, and was knighted in 1942 for his contribution to Britain's aeronautical engineering.

Cyril Uwins, the company's Chief Test Pilot for many years past, and a man of remarkable talents, has also lived a life of self-effacement when he might often have basked in the glare of publicity. His flight to 43,967 feet in a Bristol monoplane in 1932, which gained the World's Height Record for Britain, brought him brief notice, but he speedily retired again behind the Bristol edifice.

If the test of greatness lies in history, then Bristols have indeed acquired greatness. Their fame springs primarily from the reputations of their military designs and their aero-engines but they are now planning the largest of the five types of air transports which the aircraft industry, with Government sanction and encouragement, is preparing for the Empire Air Services after the war.

SPITFIRE PILOT DESTROYS ME. 410.—Flight Sergeant Colin Striling, of Rothsay, 22-year old Scot, who chased a Messerschmitt 410 for 80 miles over the Eighth Army Front in Italy before seeing his cannon shells shoot away part of the German's tail unit and both his engines catch fire. Four Spitfire pilots took part in the chase, which sometimes led them to above 30,000 feet before F/Sgt. Striling finally destroyed it.

THE AZORES—ANCHORED AIRCRAFT CARRIER

By DOUGLAS WILLIS

MIDWAY between the eastern and western hemisphere is a collection of islands of vital strategic importance. Their military and naval value is obvious. They form stepping stones between America and Europe—in the right hands—they provide a chain of anchored aircraft carriers slap-bang across the U-boat and enemy raider routes to the South Atlantic.

For five centuries the Azores have been in Portuguese possession. Now the United Nations have been granted facilities there. Our fighting men will be welcome visitors. As a merchant seaman, who after all is only a fighting man by accident, I know from experience.

The most important island in the Azores group is St. Miguel. Before the war, it answered to the title of 'The Isle of Flowers.' And the flowers are about all that does remain of St. Miguel's former prosperity. The war—with its constant strain on shipping space—had knocked the bottom out of St. Miguel's export trade and made it—as a tourist resort—as accessible as the North Pole.

ST. MIGUEL

But, not long ago, St. Miguel was experiencing a shadow of its former glory. It had some visitors from overseas. I was one of them. We were the crew of an oil tanker, fresh from the oilfields across the ocean with a cargo of oil, and welcome as the flowers in May, our pockets bulging—so it felt—with half the island's stock of Portuguese escudos.

Before we went alongside—as we lay anchored in the bay that, assisted by a solitary breakwater, forms the harbour of this colourful island—I looked through binoculars at the town a mile or so away. Red and green roofs, pink stuccoed walls of houses, rearing facades of a dozen churches, narrow streets chasing up and down steep hills—made as pretty a picture of a doll's town as ever graced a Christmas bazaar. Then something peculiar in the lay-out made me pick up the glasses and look again. There were many more houses than met the eye.

There were houses on churches. There were houses on the Town Hall and on the commercial buildings. And there was a complete housing estate on what was either the gaol or the barracks. They had all been painted on with an attention to detail that had to be seen to be believed.

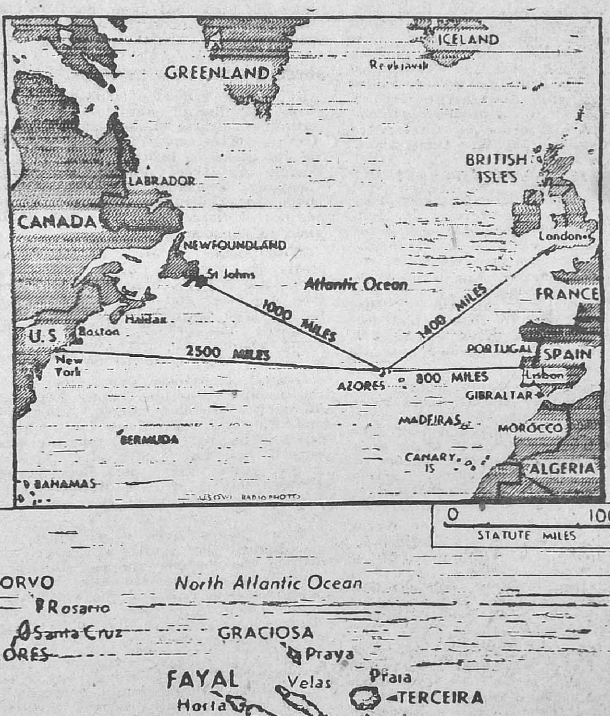
I examined this camouflage more closely when I got ashore and as one who had been reared in the stripes, daubs, green netting and grey paint of the British style, I could not but admire the work of the anonymous artist who had gone to work with such gusto. I was constantly being astonished. Flower beds grew on cement walls, trees spouted on church steeples. The artist had even painted curtains on his painted windows. All he had forgotten was to put a few birds in his roof-top skies.

The town, unfortunately, was all we were allowed to see of St. Miguel, most beautiful of the islands of the Azores. Portugal was defending her neutrality with a heavy hand, and rumour had it that the coastline was thickly studded with naval and anti-aircraft guns. Some of the Portuguese troops in residence posed for their picture with members of our crew. There was no doubt on which side their sympathies lay. They were all for us.

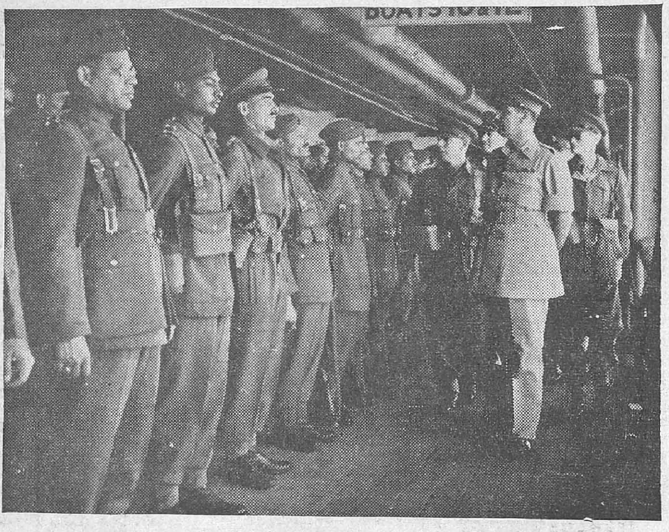
This spiritual alliance with the Allied cause was equally shared by all the other islanders with whom I came in contact. They were delighted when news came of our massed air raids on Germany, and had no bets to place on the Axis winning the war. Partly in explanation of this may be the fact that many of the islanders have relatives in America. And also that, for so many years, Portugal has stood firmly shoulder to shoulder with Britain—never our enemy, and often, as in the last war, our active ally.

Yet neutrality was paying no dividends to the honest, hard-working people of the Azores. A vanished export and tourist trade had brought impoverishment and hardship to many. As the bemedalled guard on the ship, a veteran of the last war, pointed out: 'Last war, everybody get rich. This war, everybody get poor.'

—*A recent B.B.C. Broadcast.*



INDIAN CONTINGENT RETURNS

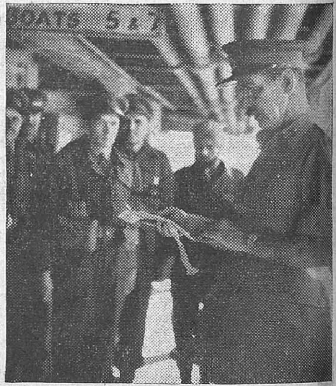


Major-General C. E. R. G. Alban inspecting the Contingent.

THE Indian Contingent which took part in the Battle of France in 1940 has returned to India.

For four years they have been overseas, where they have, in the words of His Excellency the Commander-in-Chief, worthily upheld the traditions and enhanced the reputation not only of their respective Corps but also of the Indian Army. The personnel who have now arrived at an Indian port belong mainly to the Royal Indian Army Service Corps, principally the Animal Transport Branch, but they also include medical and Indian Army Veterinary Corps details.

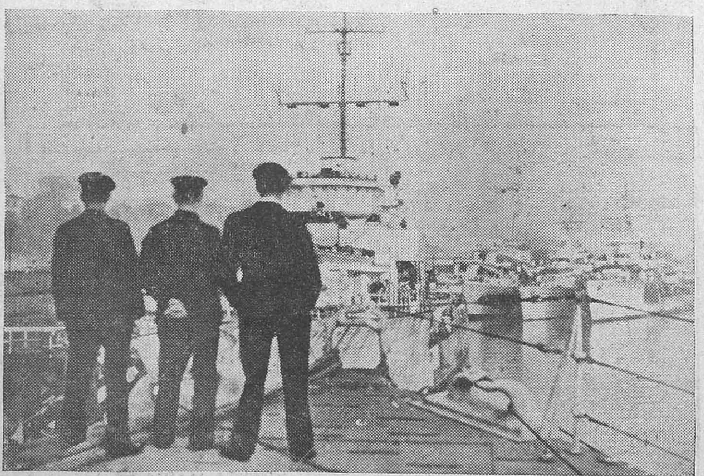
It will be recalled that early in the war India was asked to send animal transport units to assist the British Expeditionary Force in France. Certain units were selected for this service and sailed in 1939 with their mules. They soon reached the fighting zone and subsequently took part in the operations that preceded the fall of France. As a result of the turn of events they were evacuated to the United Kingdom, some from Dunkirk, others from other ports. One company commanded by Major Hitchcock, R.I.A.S.C., had the misfortune to be taken prisoner and is still in German hands, but communications received from these Indian soldiers show that their spirit is high. On reaching English ports the evacuated men of these Indian



Major-General C. E. R. G. Alban reading the Commander-in-Chief's message.

units marched off smartly as a body, leaving with the spectators a deep impression of their fine discipline, which had been maintained in full in the gruelling time through which they had passed. Re-formed and re-equipped, they became the Indian Contingent in the United Kingdom, helping to guard the island fortress in the stirring months that lay ahead and preparing themselves to provide animal transport for possible operations in Europe again. They also assisted in teaching animal transport duties to the re-forming British Army.

When the Contingent arrived at an Indian port recently, the band of a British regiment played military music as the vessel berthed. Major-General C. E. R. G. Alban, O.B.E., D.S.O., A.D.C., representing His Excellency the Commander-in-Chief, then went aboard, accompanied by Brigadier R. I. Jones, representing Major-General G. W. Hodgen, Director of Supplies and Transport, General Headquarters, India. In the presence of the assembled officers and



U-BOAT KILLERS' HOMECOMING.—Home-coming of the escort group of anti-submarine vessels (including an R.I.N. sloop) after they had sunk two U-boats and probably two others in the North Atlantic recently. Ships of U-boat Killer groups. They are nearest camera. H.M.S. Versatile; (background left to right—*H.M.I.S.* Godavari; *H.M.S.* Vanessa; *H.M.S.* Vidette *and H.M.S.* Rochester).

FROM THE UNITED KINGDOM

men of the Contingent, Major-General Alban read the following message from His Excellency the Commander-in-Chief:-

"I am glad to welcome you back to India. Many of you left its shores in 1939 and took part in the campaign in France and the evacuation from Dunkirk. By the fortune of war your comrades of No. 22 Mule Coy., R.I.A.S.C., fell into the hands of the enemy at that time and are still prisoners of war but all messages received from them show that they are in good heart and eagerly awaiting the day when they will be free men again

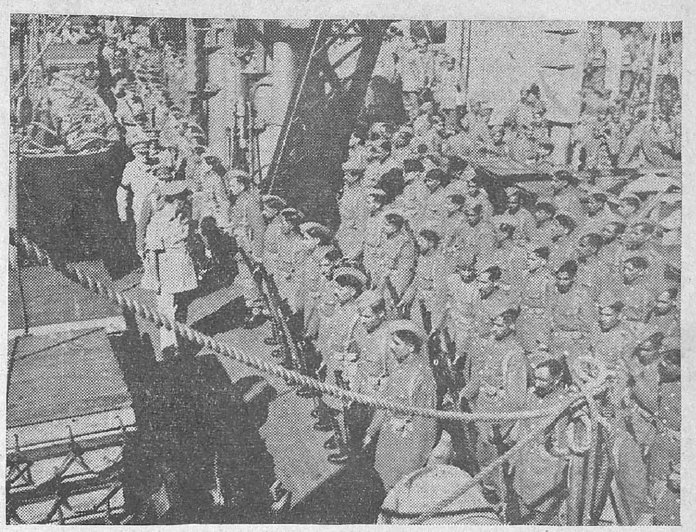
"Others of you have been in the United Kingdom for three years and more. All of you have worthily upheld the traditions and enhanced the reputation not only of your respective Corps but of the Indian Army, and your stay in England,

Major-General C. E. R. G. Alban talking to Risaldar-Major Ghulam Mohammed Bahadur, who has served in the Indian Army for 31 years.

Wales and Scotland will, I hope, long be remembered by the many friends you have made there.

"The war will not be ended until Japan is utterly defeated. After leave, which you have well earned, you will be called upon to play your part in her defeat side by side with those of your comrades already in the battle zone."

In a message conveyed by Brigadier R. I. Jones, Major-General Hodgen welcomed the Contingent back to India on behalf of the officers and all ranks of the Royal Indian Army Service Corps. "We are all very proud to have you back with us," added the message, "As a Corps we are particularly fortunate that it should have fallen to our lot to represent the Indian Army, in the main, both in France in the early stages of the war, and later in England as the Indian Contingent."



Major-General C. E. R. G. Alban inspecting the Contingent.

After the ceremony, gifts, including sweets, fruit and cigarettes, were distributed to the troops. These gifts were supplied by the Indian Troops' Canteen under the direction of Lady Cowasji Jehangir. Arrangements were made by Lady Jehangir to entertain the troops at the Canteen.

MAJOR-GENERAL STRATEMEYER ON BURMA FRONT.—Major-General George E. Stratemeyer, Commanding Eastern Air Command, and Air Marshal Sir John Baldwin, Air Officer Commanding Tactical Air Force, recently inspected the Allied Air Forces on the Burma Front.

Air Marshal Baldwin decorating Squadron Leader D. Winton of "Torwood," Mayfield Terrace, Edinburgh, Scotland with the D.F.C.

GRADUATION CEREMONY AT CHINESE AIR FORCE CADET SCHOOL.—Some hundred Chinese cadets recently graduated from the Flying Course held by the Indian Detachment of the Chinese Air Force School of Aviation. About the same number pass out every three months. Thereafter they are sent to the U.S.A. for advanced training. Air-minded to a high degree, the Chinese cadets are extremely keen about their flying, and all look forward to the day when they will be fully trained and able to take a crack at the Japanese. Photo shows *a view of the guests and cadets at the Graduation ceremony.*

MICRONESIA: VITAL PACIFIC AREAS

THE Pacific islands mandated to Japan after the last war include three groups: the Marianas, sometimes called the Mariannes; the Caroline Islands and the Marshall Islands. The entire area is known as Micronesia, meaning "small islands."

Within recent weeks, United States sea, air and ground forces have occupied the Marshall Islands, struck a powerful surprise blow at Truk, centre of the Carolines, where they sank 19 ships and downed 201 planes for certain; and at latest reports have raided the Marianas.

A Washington communique reports that a strong United States naval task force, accompanied by several hundred planes, on February 22 delivered a lighting blow at Saipan and Tinian islands, in the Marianas, which are only 1,300 miles south of Tokyo. The raid followed only a few days after the Truk attack.

Indicating alarm over the new turn in the Pacific, the Japanese news agency Domei announced this week that both Field Marshal General Sugiyama, army chief-of-staff, and Fleet Admiral Osami Nagano, naval chief-of-staff, had been ousted and their respective duties assumed by Premier Tojo himself and the Navy Minister, Admiral Shimada.

Bases are held by the Japanese at many strategic locations, notably at Guam in the Marianas, and Truk, Palau and Arakabesan in the Carolines. The bases at Jaluit, Wotje, Taroa, Kwajalein and Roi in the Marshalls are now held by the United States or have been rendered ineffective.

THE MARIANAS: NAMED FOR A QUEEN

Guam.—Formerly a United States possession, but occupied by the Japanese since December 13, 1941, Guam is the largest of the Marianas, with an area of about 225 square miles. Its breadth is from four to eight miles, its length 30 miles. The distance from Guam to the Philippines by way of San Bernardino Strait is 1,499 miles, and it is 1,353 miles from Tokyo.

Guam is of volcanic origin, has steep cliffs on its western side, hills in the south-west, a series of sandy bays on the eastern side, divided by rocky points, and lower land on the northern coast. The best port is Apra, on the western side of the island. Pago and Tarafolo are the eastern harbours; Piti, on the north-eastern side, is the port of entry. Aguna Bay, on which is located Aguna, the capital and largest town of the island, with a population of 10,000, is dangerous except in very calm weather.

There is a large spring near the centre of the island which passes through a swamp and enters the sea as a river. About half the soil is arable but only about 30,000 acres are cultivated. Chief products are maize, copra, rice, sweet potatoes, coffee, bananas, pineapples, citrus fruits, mangoes, papaya, bread-fruit, cacao, tobacco cassava, kapok, alligator pears and sugarcane.

Guam was ceded to the United States by Spain in 1898. At the time of the Jap invasion, the United States had a naval station and Marine garrison there, as well as a shore force. The governor was a naval officer, Capt. George J. McMillin, appointed by the President. McMillin was taken prisoner by the Japanese.

(*Continued on page* 18.)

According to the 1940 census, Guam had a population of 22,290, principally Malayan in origin but with Spanish, Mexican, English and other strains. Elementary education was compulsory and handicrafts and agriculture were taught at the American schools. Between 1920 and 1930, illiteracy dropped from 21 to 14 per cent.

Other Marianas.—Rota, a little over 10 miles in length, 32 miles north-east of Guam; Aguijan, Tinian, Saipan, Farallon de Medinilla, Anataham, Sarigan, Guguan, Alamagan, Pagan, Agrihan, Asuncion, Farallon de Pajoros, Uracas and the Maug group are the other Japanese-mandated Mariana Islands.

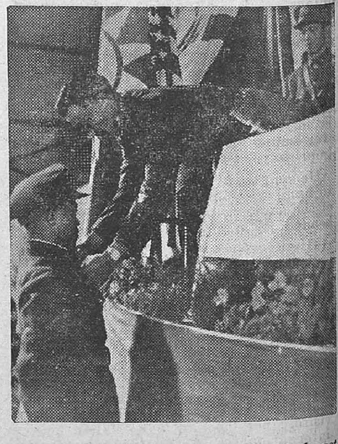
The ten northern islands are mainly volcanic. Only four are inhabited. Saipan, the seat of government, is nearest to Japan, and has schools, meteorological observatory, post office, court and government office, cable service and radio station. The total population of these other Marianas is 49.204.

The Portuguese, under Magellan, discovered the Marianas in 1521 and named them the Ladrones. Later they became Spanish possessions and were renamed the Marianas, in honour of Maria Anna of Austria, wife of Philip IV of Spain. In 1899 Spain sold them to Germany, who held them until after the last war.

THE CAROLINES: NAMED FOR A KING

Most of the Caroline Islands are coral atolls, like the Marshalls. There are four large sub-groups, Ponape, Yap, Truk and Palau. For administrative purposes they are divided into two groups—the Eastern Carolines, with Truk and Ponape as government centres, and the Western Carolines, with Palau and Yap as centres. The islands cover 380 square miles.

The Carolines, also, were discovered by the Portuguese, in 1527, and were named the Sequeira Islands. Admiral Francesco Lazeano, who annexed them for Spain in 1687, renamed them the Carolines, in



Colonel Hwoo pinning a medal to the breast of one of the three cadets who especially distinguished themselves during the course.

A CLOSE-UP OF STALIN

By WENDELL WILLKIE

MARSHAL JOSEPH STALIN—
Premier of the U.S.S.R.

I have said to a good many of my friends that if Josef Stalin had either been born in the United States or had come to America as a boy, to-day he would be chief executive of one of America's principal industrial corporations or leader of one of our larger trade unions.

His manner and his talk, his directness of approach, is almost a replica of the manner of those men who drive American industry.

There is nothing of the poser about Stalin—nothing of the romantic. There is no artificial or simulated smile. No over-emphatic hand-shake. No desire to impress you with his gift of repartee.

He simply talks to you about the matter in hand with amazing detailed knowledge of the subject he discusses. He is a clear-headed, clear-eyed realist.

His approach to problems or discussion is logical and factual. He does not practise arts of showmanship or tricks of speech or mannerisms of so-called " personality " so evident among many leaders of democracies. He smokes his cigarettes just as you and I do.

Nor does he try to please. He has no repertoire of stories or historical allusions at his tongue's end, no rotund sentences long practised to impress the visitor; nor does he bore you as so many internationally known leaders do with constantly picturing themselves in historical perspective.

As a matter of fact I found talking with him quite refreshing, for one at times becomes somewhat bored with the poses of some of the so-called great personalities.

In physical appearance Stalin is short, with an appearance of stockiness. His hair and moustache are touched with grey. In repose his face is that of an overworked and tired man, but in conversation it brightens and he looks one straight in the eye, says what he has to say, and stops.

He dresses carefully in a pastel-shaded Russian tunic and knee breeches stuffed in highly polished boots.

Russia, world's largest land mass under one flag, will probably be the determining factor of whether we will live in a world of peace or of war. Every Britisher and every American, for his own understanding, had best study it, and also its simply realistic, unpretentious leader, who can be out-talked and out-dramatised most of the world's other leaders, but who in practical accomplishment at least equals any of them.

VATUTIN, THE AVENGER

By RALPH HEWINS

TO General Nicolai Vatutin the merciless pursuit is more than a mere military operation.

It is also a highly personal matter. He has an inexpiable grievance to settle with the hated Huns. For he is Ukrainian born and bred.

He is only 38 and is still full of the fire of youth. He hardly remembers the Czarist days and is a complete child of the Revolution.

His has been the most meteoric career in the Red Army during the present war, with the possible exception of 37-year-old General, Rokossovsky, the immortal saviour of Stalingrad.

At the outbreak of the Second World War, Vatutin was only a Colonel, and as such accompanied Marshal Semion Timoshenko as Staff Officer when the Red Army marched in to occupy Eastern Poland and Bessarabia before the Germans got there.

The German invasion of U.S.S.R. found Vatutin serving as a junior general under General, now Marshal, Gregory Zhukov on the central front.

Zhukov has an eye for talent, and it was young Vatutin that he selected for the counter-attack at Vyasma in December 1941.

On success or failure of that action depended the fate of Moscow, the hub of the Soviet Union. Vatutin recaptured Vyasma. This was the Red Army's first outstanding success after the original reconquest of Rostov, the first time Vatutin made headlines and the first of his long, unequalled series of successes.

In December 1942 he was entrusted by Zhukov, who planned the Stalingrad counter-offensive, with sewing up the side of the Stalingrad sack, which embraced the middle Don. On the 19th Vatutin forced the Don after a four day battle, and on the 27th cut the Voronezh-Rostov railway.

In January last year his genius was recognized by Stalin awarding him the Suvorov Order, the highest Soviet military decoration.

On August 5, Stalin personally congratulated him on his part in the offensive leading up to the conquest of the key cities of Orel and Byelgorod.

GENERAL VATUTIN.

On August 23 he re-took the mighty German base of Kharkov.

The important railway centre of Sumy fell to him on September 2, and then on the 6th of that month came Kiev, the holy Russian city and his spiritual and racial capital.

What is the secret of his success?

First, he is one of the most brilliant products of the superb Russian Artillery School; secondly, he is considered the best improviser in the Red Army.

The combination of these twin qualities produced one outstanding tactical innovation of this war, namely, the using of whole artillery brigades in the front line alongside tanks, and even in isolation when tanks were unavailable and infantry had not arrived.

Such an unconventional use of artillery begun as an emergency measure during the 1941 siege of Moscow, when tanks were scarce, has become an integral part of Red Army tactics.

—*Sunday Dispatch.*

FINLAND'S PERSONALITIES

By W. N. EWAR

GUSTAVE MANNERHEIM, Finland's "Old Marshal," is 77 this year, but still an upright six-feet-two cavalryman. Sprung from a Swedish noble family, he was as Lieutenant 50 years ago, one of the finest horsemen in Chevalier Guards—the Tsar's Household Cavalry. He won distinction in fighting the Japanese in the war of 1904 and then went exploring and shooting (he is a crack shot) in Central Asia for a couple of years before rejoining his regiment.

At the begining of the 1914 war, he commanded a cavalry brigade and when the Russian armies collapsed, he commanded a cavalry corps. Finland was given her independence by the Russian revolution. Then civil war broke out; Mannerheim by instinct and training was a "White." He hurried home and raised a legion of 12,000 volunteers in the north to fight the Finnish "Reds." But when the Finnish Government in its alarm invited German troops' help and then offered the throne of Finland to the Kaiser's brother-in-law, Mannerheim protested angrily and went off to Sweden to organize Allied relief for the day, which he foresaw, when Germany would collapse. Germany fell. German troops went home.

HAILED AS SAVIOUR

Mannerheim came back to Helsinki with his food ships, was hailed as saviour and chosen as Regent. But he refused the Presidency and as soon as elections could be held handed over his office, remaining Commander-in-Chief and President of the Council of National Defence. Since then he has declined all political offices but has always retained immense personal influence and prestige. He commanded the Finnish army during the Soviet-Finnish war of 1939-40.

Vaino Tanner is Finance Minister and strong man of the anti-peace party. Born 63 years ago, this clever son of a Finnish railwayman became a lawyer. At 26 he was a Social Democrat Member of the Finish Diet. He had worked closely with the Russian Social Democrats—both Mensheviks and Bolsheviks—during the 1905 Revolution. He claims to have saved Stalin's life in those days by hiding him from the Tsar's police. Then he threw himself in the work of organizing the Elanto Finnish Co-operative Society.

The lawyer-politician proved a first-class businessman. He helped to build Elanto into a great organization. His enemies say that he also built himself a considerable fortune in the process.

In 1918 when Finland became free, he was for a short time Minister of Finance. Ten years of reaction followed. Then in 1927 Tanner became for a while a Social Democrat Premier and then in 1937 Finance Minister again.

A man of immense energy and capacity and immense ambition, he developed dictatorial tendencies and aimed at being not only the leader but master of the party. He was in the delegation to Moscow which tried to avert the war in 1939. But obstinate and authoritarian by nature he is not built for a peace-maker.

Juho Paasikivi, now on a mysterious mission to Stockholm, is 73 years old and with the exception of Mannerheim he is Finland's oldest statesman. His has been a quiet life. His reputation is that of a peace-maker.

Despite his Finnish names he is of an old Swedish family which changed its name from Hellsten to Paasikivi nearly a century ago. Banker in all his early life, he turned a diplomat when he was sent to Moscow in 1920 to negotiate peace with the Soviet Government after the turmoil of the Revolutionary wars.

For a short while, he was Prime Minister. But active politics did not suit his temperament and he went back to quiet work as a diplomatist. In 1940 when the Russo-Finnish war ended, he was Minister in Stockholm. He and Vaino Tanner were sent on the delicate mission of making peace. It was Paasikivi who persuaded the Russians to moderate their terms.

Why, he was asked afterwards, had he been more successful than Tanner. "Well, you see," said the old man with a quiet smile, "Tanner is such a serious fellow, I—well Stalin and I joked with each other." The fact was, of course, that Stalin and Molotov trusted him and they did not trust Tanner. Paasikivi who had made peace would have nothing to do with restarting war a year after.

At the age of 73, he is trying to see whether he cannot, perhaps at a third try, help to make a really lasting peace between Finland and the Soviet Union.

Risto Ryti, President of Finland and banker by profession, is a lawyer and economist by training. He is essentially a man of New Finland for he was only 28 when the Russian revolution gave his country independence.

At the age of 30, be entered the House of Deputies. Two years later, he was the youngest Minister of Finance in the world. Two years after that he became—again setting—up a world youth record—Governor of the Central Bank. He held that post until 1939—almost another record but beaten by that of his great friend Montagu Norman.

In 1939 this quiet, honest, cautious, able and colourless banker was chosen head of an All-Party Government to steer Finland through the world crisis. A year later, President Kallio died suddenly. Ryti was unanimously chosen to succeed him. He accepted the German alliance. But he has refused to visit Berlin. Throughout the crisis he has run true to type—and to the tradition of his office. He has spoken occasionally the views of his Government. But he has given no sign of any desire to lead in one direction or another. He is in one sense waiting on events, trying to judge on the balance what is Finland's interest, but never decisively making up his mind.

MICRONESIA: VITAL PACIFIC AREAS

(*Continued from page 16.*)

honour of Carlos II of Spain. Germany bought them in 1899 and held them until after the last war.

One of the most important features of the islands, aside from strategic location, is the bauxite deposits on Palau, estimated to total 10,000,000 tons. Bauxite is the raw material of aluminium.

Truk Atoll.—This is the chief Pacific naval base of the Japanese, lying north-east of New Guinea and east of the Philippines. There are 245 islands in the Atoll, spread over 51 square miles of sea. The islands are centred around a lagoon 40 miles in diameter, protected by a reef and containing enough deep water to anchor the entire Japanese fleet.

There are several good airfields. Willard Price, representing *Saturday Evening Post*, one of the few American observers to visit the islands, witnessed the slicing down of an island 300 feet high and half a mile long to make a perfectly level landing field 10 feet above high tide.

Ponape.—Largest of the Truk islands, has a mountain-ringed fleet base, the entrance dominated by mighty Chokach Rock, 937 feet high. Ponape is entirely surrounded by a reef, enclosing several small islands. Ronkiti Harbour is on the south-east side of the island, Mutok Harbour on the south, Metalanim Harbour on the east and Ponape Harbour on the north. The principal town is Ponape, which in 1938 had 13,630 inhabitants, about a fourth Japanese and the rest islanders.

Yap.—A cluster of reef-ringed islands around a long central basin. Located in the western area of the Carolines, these are the only ones of the group that are not of volcanic origin. Their total area is about 84 square miles; population, in 1938, was 6,939, of which 1,119 were Japanese and the rest islanders.

Palau.—The westernmost group of the Caroline Islands is a collection of 26 islands, 1,044 miles from Manila, 2,014 miles from Wake Island and 1,731 miles from Yokohama. Palau has an immense fleet basin, concealed by mountains, and for years has been developed as a supply depot for the Japanese fleet.

Arakabesan.—Also a part of the Carolines, known to be equipped as a Japanese air base.

THE MARSHALLS: THE ALLIES' CARRIERS NOW

The Marshalls include 30 or more islands of varying size, once described by a Japanese admiral as "naturally built aircraft carriers." Since the United States Navy descended upon them a few weeks back with a task force of greater strength, according to the late Correspondent Raymond Clapper, than Japan's entire navy, they have been carriers for the Allies and are playing a part in the further conquest of the Pacific.

WAR DIARY

BRITAIN AND GERMANY

23RD FEB.—London and other parts in Britain were raided by German planes.

24TH FEB.—Enemy aircraft bombed London and other places.

U.S. bombers attacked in daylight Gotha and Schweinfurt.

25TH FEB.—A committee of experts of the Allied Governments established in London is working on plans for the military and economic control of Germany which might be included in the armistice terms.

Allied bombers attacked Schweinfurt, Stuttgart and Regensburg.

German planes attacked London, South and South-East England.

26TH FEB.—Allied bombers attacked Augsburg last night and dropped 1,700 tons of bombs.

27TH FEB.—It is stated that in last week's massive air battles in their own skies and in raids on Britain, the Luftwaffe lost over 700 aircraft.

British light coastal forces early this morning, off the south-west Coast of Jersey, in the Channel Islands, intercepted a German convoy of six ships.

28TH FEB.—It is disclosed that many thousands of Americans have recently landed in Britain to reinforce the Invasion Army.

29TH FEB.—U.S. bombers attacked targets at Brunswick.

It is officially announced that the British cruiser "*Spartan*" has been lost.

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THE UNITED STATES OF AMERICA AND ATLANTIC

24TH FEB.—The powerful aircraft-carrier *Shangri-la* was launched at Portsmouth (Virginia).

26TH FEB.—President Roosevelt has ordered a review of all occupational deferments because the man-power pool has been dangerously depleted by liberal deferments from military service.

27TH FEB.—The Foreign Economic Administrator, Mr. Las T. Crowley and that shipments of munitions and other supplies under Lend-lease from the U.S. to the Soviet Union in 1943 were almost double those of the previous year.

The U.S. Secretary of Commerce, Mr. Jesse Jones said that Government loans would be available for returning members of the armed forces to help to re-establish business operations which they were forced to liquidate or to turn over to others, on joining up.

New York City and the surrounding areas were blacked out to-night in a test air-raid practice.

28TH FEB.—The U.S. War Department to-day ordered the termination of its contracts for training aircraft. The need for such aircraft having been met the workers are to be used on the building of combat aircraft.

Rear-Admiral Edward L. Cochrane of the U.S. Bureau of Ships said "The strength of the U.S. Fighting Fleet will equal that of all other nations combined by the end of 1944."

ITALY.—German prisoners being taken back from the front line on a Bren carrier.

INDIA, BURMA AND CEYLON

23RD FEB.—In the Arakan Allied troops are wresting the initiative from the Japanese says the communiqué issued from the South-East Asia Command.

24TH FEB.—During February 24 mopping up operations continued in the Ngakyedauk Pass says to-day's Allied communiqué.

25TH FEB.—During 25th February the remnants of the enemy party which had raided the Bawli Road were finally driven from the main crest of the Mayu ridge says to-day's South-East Asia Command communiqué. Allied troops occupied Kyaktaw.

26TH FEB.—On February 26th Allied troops occupied Point 315 an important hill feature near the eastern exit of the Ngakyedauk Pass.

28TH FEB.—A major Japanese offensive whose object was to destroy the Allied forces in the Arakan and ultimately to sweep into India, has been smashed, it is announced.

29TH FEB.—Chinese have captured few more villages in Burma namely Taring Ga. Hkawn Gahtawng and Chenam Ga. Mopping up operations continued successfully east of Mayu range.

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RUSSIA AND FINLAND

23RD FEB.—Russian troops captured Strugi-Krasnye, one of the two outposts of Pskov and the Soviet forces have entered the suburbs of Dno, the other outpost.

24TH FEB.—Russians have captured Dno and Rogachev.

25TH FEB.—Germans have evacuated Vitebsk. Russians have captured Myelnitsi.

26TH FEB.—The Russian forces captured Porkhov. The Soviet drive towards Minsk, the White Russian capital has began.

Russian bombers raided Helsinki.

Russo-Finnish armistice terms are unofficially published.

27TH FEB.—Soviet army groups, massed along a front of 100 miles, are making a three-way drive towards the Baltic States of Estonia, Latvia and Lithuania. Russian troops captured Bezhanitsy, Zabyle, Pustoshka and Novo Vorontsovka.

28TH FEB.—In the Pskov direction Soviet forces captured Karamyshevo, Slavkovichi and Pozherivichi and over 450 localities. North-West and West of Novo Sokoliniki Russian troops captured Sloboda and about 200 more places. The Red Army is nearing Pskov.

29TH FEB.—The Red Army has captured Pogorelka and Novo-Rzhev. Advanced units of the Red Army are to-day within sight of Pskov.

Marshal Stalin has sent a message to President Roosevelt predicting that the final defeat of Germany is near.

The Finnish Parliament met in secret session to discuss peace terms with Russia.

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ITALY, AFRICA AND THE MEDITERRANEAN

23RD FEB.—Fifth Army troops in the Anzio beachhead threw back two local enemy attacks. On the main Fifth Army front and the Eighth Army front patrols and artillery were active.

24TH FEB.—On the Fifth Army Anzio front there were sharp encounters. The main Fifth Army front was quiet. Eighth Army patrols were active.

25TH FEB.—Fifth Army troops on both fronts have improved their positions. Eighth Army forces engaged the enemy at several points.

26TH FEB.—Tension is mounting today in the Anzio beachhead as both sides prepare for the third big battle.

27TH FEB.—German troops tried to infiltrate into Allied positions in the Anzio beachhead, south-west of Carroceto.

Marshal Badoglio said that he could put ten Italian divisions into the field if the Allies would arm and equip them.

28TH FEB.—Allied positions in the Anzio beachhead were improved. A small German attack was thrown back.

29TH FEB.—British troops in Anzio beachhead were engaged in skirmishes with Germans. On the main Fifth Army front Germans attempted infiltration through the Allied positions north-west of Cassino.

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VICHY, FREE FRANCE AND OCCUPIED COUNTRIES

24TH FEB.—Allied planes attacked military objectives in North France.

The Polish Foreign Minister M. Taduesz Romer told Mr. Eden, the attitude of the Polish Government in reply to Mr. Churchill's statement on Polish-Russian border question.

25TH FEB.—Military targets in the Low Countries were attacked by Allied bombers.

28TH FEB.—The Germans have launched a new offensive against the Yugoslav Partisan Forces in North Yugoslavia.

Allied aircraft attacked military objectives in North France.

29TH FEB.—Liberators of the Eighth Army Air Force attacked German military objectives in the Pas de Calais area of Northern France.

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THE NEUTRAL COUNTRIES

24TH FEB.—Sweden alleges that Russian planes dropped bombs on Stockholm. Russia has refuted the charge.

Pope has appealed to the belligerents to spare Rome.

27TH FEB.—It is announced in Stockholm that the Swedish Government yesterday protested against the flight by Russian aircraft over Swedish Territory and the dropping of bombs on Stockholm.

28TH FEB.—Eires Prime Minister, Mr. Eamon de Valera said "Any moment war may come upon us, and we may be called upon to defend our rights and our freedom with our lives. Eires' policy of neutrality is not the policy of any one party. It is the policy of the people and it is the policy of every party and every organization".

* * *

THE FAR EAST

23RD FEB.—United States Aircraft attacked Saipan and Tinian islands in the Mariana group yesterday. The conquest of Eniwetok atoll was complete by 22nd with the capture of Parry island. Allied bombers attacked Rabaul, Hansa Bay, etc.:

24TH FEB.—Allied aircraft attacked Kavieng, Duke of York Islands and Rabaul. A Japanese warship and two cargo ships were sunk fleeing, from the Bismarck Islands.

25TH FEB.—It is revealed that the Japanese attacked American task force approaching Tainan and Saipan in the Marianas last Monday, Kavieng was attacked by the Allied bombers.

Colonel Knox, United States Navy Secretary, made a statement on the Japanese fleet movements.

General Sir Harold Alexander and Admiral Troubridge watching the landing operations at Nettuno.

26TH FEB.—General MacArthur paid tributes to American forces in the Pacific.

General Stilwell's communiqué says that Allied planes attacked Kiukiang and Hankow in Jap held China. Japanese installations at Tourane in Annam (French Indo-China) were bombed by American Mitchells.

28TH FEB.—Enemy bases in Rabaul, Wewak, Madang and Alexishafen were attacked by Allied bombers.

29TH FEB.—The United States Navy Secretary, Colonel F. Knox, told a press conference that American submarines sank 14 Japanese supply ships in the Pacific and Far Eastern waters. He also reported that from 21st to 28th February Japanese shipping losses totalled 189 vessels.

LAST MONTH. . .—

1ST FEB.—Russians capture Kingisepp.

5TH FEB.—Forces of the First Ukrainian front capture Royno.

8TH FEB.—Troops of the 4th Ukrainian front take Nikopol.

13TH FEB.—Soviet forces capture Luga.

14TH FEB.—The Red Army capture Korsun.

15TH FEB.—Berlin Battered.

18TH FEB.—Russian troops capture Straya Russa.

19TH FEB.—Leipzig Blitzed.

" " .—Russians capture Zapolye.

22ND FEB.—Krivoinog falls in Russian hands.

28TH FEB.—Japanese Army Routed in Arakan.

NEW AIR WING FOR W.A.C. (I)

Very shortly all three branches of the Armed Forces in India—Navy, Army and Air Force—will have their own wing of the Women's Auxiliary Corps (India).

It is learned that an Air Wing of the W.A.C. (I) will soon be formed, probably on the same lines as the recently created Naval Wing. Already many girls are attached to the Air Forces and have rendered great assistance to them.

When the new Air Wing is formed its members will probably wear the attractive light blue of the Royal Air Force for their cold weather uniform, together with R.A.F. badges and stripes of rank. They will thus be on a par with their sisters who are working with the other two Services.

Henceforth the Corps will consist of Army, Navy and Air Force Wings, all under the same terms of service. Women may volunteer for whichever Wing of the W.A.C. (I), they prefer, but where the interests of the Service necessitate, changes may be made between the three Wings.

American aeroplane plants are turning out bomber and fighter planes at dizzying speed. Last week, it is reported, they built a plane in eight minutes flat. Five minutes later a pilot took off in it. Six hours later the plant received a cable from him. It read: "I am in Australia. Please send engine."

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